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| CLASSIFICATION <u>SECRET</u> | | |
| COUNTRY <u>Austria</u> | REPORT | |
| TOPIC <u>Parndorf Airfield</u> | | |
| EVALUATION <u></u> | PLACE OBTAINED <u></u> | |
| DATE OF CONTENT <u></u> | | |
| DATE OBTAINED <u></u> | DATE PREPARED <u>25 August 1954</u> | |
| REFERENCES <u></u> | | |
| PAGES <u>2</u> | ENCLOSURES (NO. & TYPE) <u></u> | |
| REMARKS <u></u> | | |
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1. Between 0800 and 1330 on 19 July 1954, the following aircraft were observed at Parndorf airfield: 26 MiG-15s, 3 Yak-11s, 1 monoplane, and 1 damaged Pe-2, the latter at the northern edge of the installation. There was a 4/10 overcast at an altitude of about 2,000 meters, a westerly wind of about 8 km/h, and good visibility for a range of about 15 km. No air activity was being conducted. The attachment to the kitchen and messhall had not yet been completed. The AA gun emplacements were unoccupied. Eighteen motor vehicles were parked in the garage sheds and 6 trucks and 4 tank trucks and 3 van-like trucks were parked in the open in front of the sheds. Vehicular traffic from and to the airfield involved trucks and jeep all with drivers wearing black-bordered blue epaulets. All types of repair work such as embellishment of the installations around the temporary buildings, repairing of roofs, increasing the tension of telephone lines, construction of sidewalls at the garages, were under way in the entire area of the field. A total of 34 men wearing black-bordered blue epaulets were engaged in callisthenics.
2. Between 0815 and 1040 on 21 July, the following aircraft were parked at the field: 24 MiG-15s at the eastern edge, 2 MiG-15s near the aircraft repair shop, 2 Yak-11s, and 1 monoplane. There was a 2/10 overcast at an altitude of about 3,000 meters, a westerly wind of about 5 km/h, and good visibility for a range of about 15 km. After 0820, there was air activity by MiG-15s which took off from northeast to southwest. After the take-off, the aircraft headed southwest disappearing from view. They returned from the northeast after some time. The following observations were made during air activity:
 - a. The MiG-15s which towed a sleeve target when taking off, required a considerably longer take-off run than the other MiG-15s and became airborne much slower.
 - b. One of the MiG-15s involved in air activity had a double cabin. No Y could be identified on the aircraft.
 - c. Several MiG-15s had a horizontal blue stripe on the upper edge of the stabilizer of the tail unit.

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- d. Two aircraft which landed at an interval of about 30 seconds did not taxi aft of each other to the dispersal area but on the left and right sides of the landing strip.

The following take-offs and landings were noticed:

| Aircraft | Take-Off | Landing |
|-----------------------------|----------|----------|
| MIG-15 with double cabin | 0820 | 0838 |
| MIG-15 | ? | 0900 |
| MIG-15 towing sleeve target | 0834 | 0902 |
| pursuit MIG | 0834/30' | 0902/15' |
| MIG-15 | 0838 | ? |
| MIG-15 | 0846 | ? |
| MIG-15 towing sleeve target | 0859 | ? |
| pursuit MIG | 0859/30' | ? |
| monoplane | 0903 | ? |
| MIG-15 | 0907 | ? |
| MIG-15 | 0916 | ? |
| MIG-15 towing sleeve target | 0945 | 1016 |
| pursuit MIG | 0945/30' | 1016/30' |
| MIG-15 with double cabin | 0950 | 1010 |
| MIG-15 | 0952 | 1021 |
| MIG-15 | 1001 | 1032 |

A Yak-11 circled over the field at 1008 coming from the southeast and landed at 1027.

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|-----------------------------|----------|---|
| MIG-15 towing sleeve target | 1012 | ? |
| pursuit MIG | 1012/30' | ? |
| MIG-15 | 1021 | ? |
| MIG-15 | 1030 | ? |
| MIG-15 with double cabin | 1036 | ? |

During the air activity, the Kniferest-type radar set was in operation and rotated alternately in clockwise and counter-clockwise directions. After several changes, the set rotated in an anti-clockwise direction up to about 1000 when it was stopped. The set apparently rotated without taking into consideration the taking off and landing aircraft. The Kniferest-type set scarcely made any noticeable rotating movements throughout the entire air activity.

3. A tent camp consisting of 9 tents was observed east of the northeastern exit of Parndorf where an Adcock DF station had formerly been located. The camp apparently housed a detail which was engaged in placing poles, about 5 meters apart, for a fence along the western and northern edges of the field. The poles had apparently arrived from Eisenstadt (47°51' N/16°31' E). Vehicular traffic to and from the field involved jeep [redacted] trucks [redacted] and weapon-carrier [redacted] all with drivers wearing black-bordered blue epaulets.

[redacted] Comment. It appears that Parndorf airfield is still occupied by a Soviet fighter regiment.

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